

Aerial Dispersants Operations - Houma Status Report

May 13, 2010

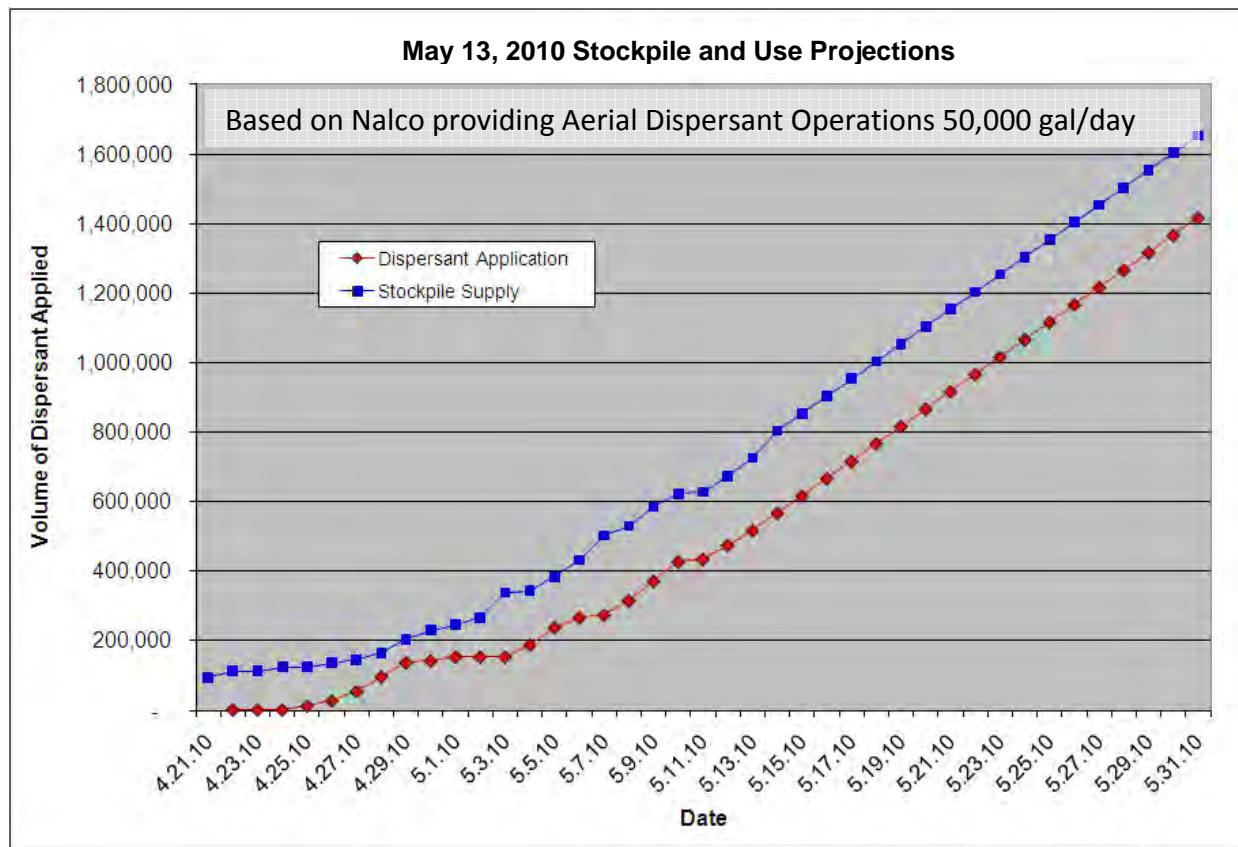
Note: This information is the reporting for aerial dispersant spraying

Dispersant Aerial Spray Summary:

1. Total Amount of Dispersant Applied on May 13, 2010 (gallons):	41,620
2. Total Sorties on May 13, 2010:	15
3. Total Amount of Dispersant Applied to date (gallons):	517,577
4. Total Sorties to date:	192
5. Total Area Covered by Dispersant Applications to date (mi ²):	161.7
6. Total Dispersant Stockpiles on the ground as of 5.13.2010 – 1200 PM (gallons):	208,981*
7. Dispersant Stockpile Expected Arrival as of 5.14.10 – 1200 PM (gallons):	50,000
8. Estimated Total Dispersant as of 5.14.2010 - 1200 PM (gallons):	258,981*
9. Projected Days Operational at maximum rate of 50,000 gal/day (days):	unlimited

* This volume is still being reconciled and verified with procurement, staging, receiving and finance.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (1 IAR, 1 Lynden, 3 USAF)	5
DC-3 - Houma	2
BT-67 - Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Stennis	1
TOTAL:	11
Spotter Aircraft:	
King Air – 5 – Stennis	5
Aztec - Houma	1
Aero COMDR - Houma	1
TOTAL:	7
TOTAL AIRCRAFT:	18
PRIORITY Spray Assets Identified*	
Spray Aircraft:	LEAD TIME
C-130 – OSR-UK (20,000 gal/day) + 8-person support team with 2 flight crews	1 – 28 hours
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – Lynden (Alaska) - (20,000 gal/day)	1 – 5+days
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	1
*NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for their use. Estimate that dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft spray systems.	
Additional Spray Assets Identified	
Neat Sweep	In area

Activity Update:

1. In response to report of fumes causing evacuation of a manned platform off of SE Pass on May 12th a GIS map was prepared of the aerial dispersant spray sorties showing the location, quantities and start/stop times. This graphic clearly showed that aerial dispersant operations were 50 nm or more from the subject platform and therefore were not the cause of the reported incident. Additionally, the USAFR prepared a drift chart to show at a maximum crosswind of 30 knots the drift for a C-130 would only travel ½ mile. Dispersant spraying is always done into the wind which would reduce drift to much less than ½ mile. GIS chart attached.
2. Published preliminary findings for selection of an alternate dispersant to Corexit 9500. Findings were based on the published literature (NCP information, material safety data sheets), preliminary laboratory effectiveness evaluation, and limited field trials. We will update the report as soon as the field trials are completed. The recommended alternate dispersant to use is SEA Brat #4. This dispersant was successful in the field trials for dispersing oil, has sufficient manufacturing capability, and lower toxicity than other dispersants. The manufacturer claims SEA Brat #4 does not rely on the same raw material stocks as Corexit 9500.
3. Because SEA Brat #4 is water-based, its viscosity is lower than the Corexit products, it is more appropriate for well injection, rather than aerial spraying. The reason for this is that the aerial spray systems have been calibrated for applying Corexit. New calibration charts would need to be prepared.
4. ASI Houma contracted with Leading Edge Technologies to conduct flow rate and spray droplet characterization for the BT-67 and DC-3. Testing is scheduled for Friday May 14th.
5. Arranged for M/V Adriatic and Hos Super H to be available to apply dispersant at the source site in support of source control efforts. One vessel is equipped with a Sea Spray 50 system from OSR and the other an Ayles-Fernie Afedo system from CCA. These systems spray neat so that there is no water intake which would contaminate the system with oil. Both vessels have secondary eductor spray systems from CGA. First boat is to depart first light on May 14th and the other to shortly follow.
6. M/V International Peace is ready to sail May 14th to collect water samples for chemical analysis and toxicity testing and conduct SMART Tier 2 flourometry.
7. Prepared draft water sampling plan for review by Operations Technical Committee.
8. Identified technical specifications for deepwater Autonomous Underwater Vehicle (AUV) plume sampling.

Objectives

Objectives for May 14th were to focus spraying on thick oil areas outside of 5 nm radius around spill source.

Requirements

Aircraft spotters should be on site in their zone at 0800 and spray aircraft may pre-stage to the site at 0830. Spray operations to commence approximately 0900.

DISPERSANT APPLICATION GUIDANCE FOR 13 MAY

May 14 2010

Don Toenshoff and Brad Barker, please acknowledge receipt to Dave Garner dagtpa@aol.com . Disseminate to all pilots.

Schedule attached on .xls

Op Areas are depicted on attached map .pdf.

Mission Targeting start of the day:

Stennis: Primary zones AC and AN. Secondary zones AD and AO. (blue letter borders on map).

Houma: Spotter and Surveillance flights as may be required by Incident Command.

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Spotters should recon area inbound and outbound for subsequent targets. Report new targets to Dispersant Group via base manager.

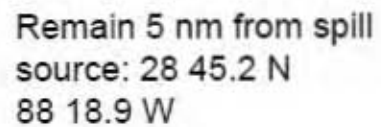
Notes: Changes to previous orders are underlined.

1. Zone AB is closed for dispersant ops until further notice.
2. FOSC approval has been granted since 22 April for application of dispersants in pre-approved areas.
3. No dispersant spraying within the greater of **3 nm** offshore or depths less than **10 meters**.
4. No dispersant flying within **5 nm** of the spill source at surface:
28 45.2 N 88 18.9 W
5. Remain **2 nm** from boats, platforms, and marine mammals.
6. Target black and brown oil as this is the freshest and most dispersible oil. Rate is 5 gallons per acre. Quality versus Quantity. Do not target Red/Pink emulsified oil.
7. Spotter aircraft remain on site up to 30 minutes to visually assess effects on dispersed area and document with photographs. Complete spotter debrief form and turn in to base operations.
8. Report takeoff and landing times to assigned coordinators as they occur to the best of your abilities.
9. Primary air to air communication frequency is 126.4. Secondary is 123.45.
Primary surface to air frequency is 122.9. Secondary is 123.45.
 - a. Contact P3 aircraft "Omaha 99" for flight advisories.
 - b. Also SMART vessels, Surveillance "Transport 950", "Seacor Lee" command vessel, and other Spotters.
10. Use discreet IFF codes as provided on separate correspondence. This removes need to file DVFR flight plans.
11. Stennis tasking Smart Mission 06 Warrior. M/V "Warrior" will arrive at intersection of zone AN and AC at 29 00 N 88 30 W to conduct SMART dispersant effectiveness tests in vicinity. Stennis Base send spotter (with marine radio) to arrive at 0830 to coordinate. Coordination on 122.9 primary, Marine Channel 81a Secondary.

Primary emphasis is always on Safety: **Aviate, Navigate, Communicate!**

AFF Automatic Flight Following:

- Air Force North - <https://www.aff.gov/afn/afnorth.kmz>
- Civilian - <https://www.aff.gov/cqi-bin/aff.dll>



14 May

Dispersant Spray Assets

Aircraft Information –May 13, 2010						
Type	Owner/ Operator	Tail #	Payload (gal)	Airport / Status	Purpose & Altitude	Comments
Spotters						
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N98N		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N79W		Stennis	Spotter – 1,000' to 1,500'	
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'	
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter	
Aero COMDR	ASI	N38WA		Houma	Spotter	
Recon						
King Air	ASI	N275		Houma	Recon	
Helo	ASI	759P		Houma	Recon	
Sprayers						
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
King Air	MSRC (Dynamic)	N71999D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'	
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	Plus 5 other crew members
C-130	Air Force	105	1,675	Stennis	Spray: 75'	
C-130	Air Force	106	1,675	Stennis	Spray: 75'	Cargo ops with spray capability
C-130	Air Force	107	1,750	Stennis	Spray: 75'	
AT-802		N9002K	800	Stennis	Spray: 50'	
BT-67	ASI	N932H	1,800	Houma	Spray: 75'	
DC-3	ASI	N64766	1,000	Houma	Spray: 75'	
DC-3	ASI	N64767	1,000	Houma – Standby	Spray: 75'	

Dispersant Application Totals

Dispersant Statistics Applied by Day						
Date	Dispersant Type (gallons)		Daily Totals	# Sorties	Acres Covered (5 gal/acre application rate)	Square Miles covered
	9500	9527				
21 April 2010	Initial Response Date					
22 April 2010	0	1,800	1,800	1	360	0.56
23 April 2010	0	0	0	0	0	0
24 April 2010	0	0	0	0	0	0
25 April 2010	0	11,604	11,604	9	2,320.8	3.7
26 April 2010	0	14,486	14,486	10	2,897.2	4.5
27 April 2010	11,191	15,887	27,078	5	5,415.6	8.5
28 April 2010	27,269	14,874	42,143	15	8,428.6	13.2
29 April 2010	36,913	4,000	40,913	13	8,182.6	12.8
30 April 2010	4,900	0	4,900	1	980.0	1.5
1 May 2010	3,550	8,103	11,653	4	2,330.6	3.6
2 May 2010	0	0	0	0	0	0
3 May 2010	0	0	0	0	0	0
4 May 2010	10,561	23,712	34,273	12	6,854.6	10.7
5 May 2010	30,905	18,670	49,575	18	9915	15.5
6 May 2010	13,032	15,738	28,770	11	5,754	9.0
7 May 2010	5,582	1,688	7,270	4	1,454	2.3
8 May 2010	17,813	23,877	41,690	17	8,338	13.0
9 May 2010	29,034	26,898	55,932	21	11,186.4	17.5
10 May 2010	29,240	26,980	56,220	22	11,244	17.6
11 May 2010	7,940	0	7,940	2	1,588	2.5
12 May 2010	39,710	0	39,710	12	7,942	12.4
13 May 2010	41,620	0	41,620	15	8,324	161.7
TOTALS	309,260	208,317	517,577	192	103,515	310.56

DAILY AERIAL DISPERSANT APPLICATION PLAN

DATE: 5/13/2010 **TIME:** 0530 local **STAGING AIRPORTS:** Stennis Int'l / Houma **AIRPORT ID:** KHSA / KHUM

DISP. STAGING APT SPVSR (Name & Phone #): (Stennis)Tim Spoerl 757- 619 - 1293 / (Houma) Mark Cochrane 504 - 812 - 1359

SPILL SITE INFORMATION:

SPILL LOCATION:	Latitude: 28.55 N	N	Longitude: 87.21 W	W	Size: 40 mi radius
GEOGRAPHICAL REFERENCE: 112 nm SSE Stennis Airport					

SPILL SITE APPROACH INFORMATION:

ENTRY POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft.
EXIT POINT:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft.
HOLDING AREA:	Latitude: See OPS Chart	N	Longitude: See OPS Chart	W	Altitude: See OPS Chart	ft.

SPILL SITE WX: WIND: SE 10-26 CLG: UNL VIS: 10 nm SUNRISE: 0605 SUNSET: 1937
(Attach Wilken's Weather Report for weather at the spill site and the staging airport)

DOSAGE (GPA): 5 **ADD'L INST:** See required setbacks and no fly area's on operational plan

COMMS	PRIMARY VHF COM: 126.40 MHz	SECONDARY VHF COM: 123.45 MHz	EMERGENCY VHF COM: 121.5 MHz
	PRIMARY VHF COM: Surface to Air 122.9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz		
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.		

AIRCRAFT INFORMATION:

Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:	Passengers:
King Air Dynamic	N7198Y	98Y	Stennis	Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith	None
King Air Dynamic	N39Q	39Q	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot:	None
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N98N	98N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N79W	79W	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD	None
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'	PIC: Capt Redman Co-pilot:	plus 5 other crew members
AT 802	N9002K	02K	Stennis	Spray 50'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	105	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	106	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
C-130 USAFR	107	107	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None
BT-67 ASI	N932H	32H	Houma	Spray: 75'	Co-pilot: TBD	None
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'	PIC: TBD	None
DC-3 ASI	N64766	766	Houma	Spray: 75'	PIC: TBD Co-pilot: TBD	None
Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None
Aircraft below are not directly part of the Dispersant Group / Cordination and assistance from the aircraft below is nessasary.						
King Air	N275	N275	Houma Jet	Recon		
Helo PHI	759P		Houma	Recon		
NOAA		NOAA 46		Surveillance		
U.S. Customs	P-3	Omaha 99		Communications		
Canada	Transport 950		Houma	Surveillance		

DAILY ACTIVITY SCHEDULE FOR <u>13 May 2010</u> (Date)		Dispersant Group Staging Airport Supervisor (DGSAS):
TIME	ACTIVITY	
	Report to Airfield	All aircraft
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local
	Commence Flight Operations	0630 local
	Terminate Flight Operations	2000 local
	Pilot and Support Team Daily Debriefing on Operations	2030 local
DAILY OPERATIONAL BRIEFING AGENDA: Safety Issues: SAR flights beware of and check in onsite Weather: See Wilkins Wx and airport weather service Communications Air and Ground: Sat Comm and standard freq Application Dosage and Pattern to be used: 5.0 gpa racetrack Approach Information: TBD Oil Spill Location and Description: TBD Operational Procedures and Changes: None at this time Flight Schedule: See schedule page 2		
FUELING/FBO: Contact Name: Tim Spoerl Stennis Airport acting as FBO Business Hours Services: 0500 - 2000 Contact Phone: 757-619-1293 After Hours Services:		
DESIGNATED DISPERSANT LOADING AREA: Location: ramp off the end of the runway Contractor Name: Steve Henne MSRC in charge Contractor Phone: 228-990-6295		
REPORTING REQUIREMENTS AND PROCEDURES*: SatLoc Files: Photographs and Videos: Observation Logs:		
<div style="border: 1px solid black; padding: 5px; color: red;"> <p>* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.</p> </div>		
TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort		

Flights in yellow / lined out were canceled



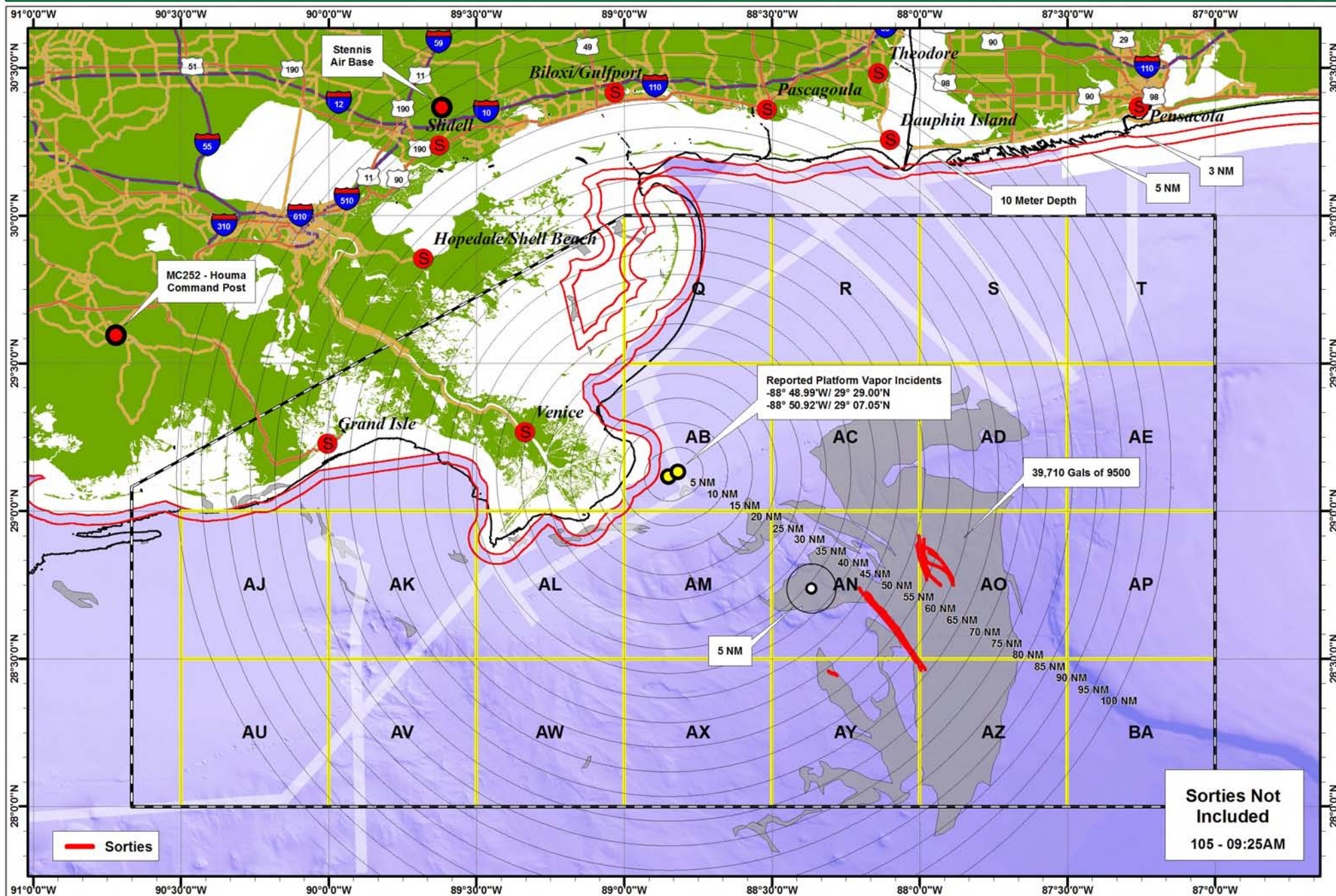
0 10 20 30 40 50 Nautical Miles

Aerial Dispersants Operations Map

Overview May 12, 2010

Houma La.

Created by O'Brien's: 13:00 05-13-2010
Scale: 1:1,900,000



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HOLDING AREA:		Latitude: See OPS Chart N		Longitude: See OPS Chart W		Altitude: See OPS Chart ft.			
SPILL SITE WX:									
WIND: SE 12-17		CLG: UNL		VIS: 10 nm		SUNRISE: 0604		SUNSET: 1938	
(Attach Wilken's Weather Report for weather at the spill site and the staging airport)									
DOSAGE (GPA): 5 ADD'L INST: See required setbacks and no fly area's on operational plan									
COMMS	PRIMARY VHF COM: 126.40 MHz			SECONDARY VHF COM: 123.45 MHz			EMERGENCY VHF COM: 121.5 MHz		
	PRIMARY VHF COM: Surface to Air 122.9 MHz / SECONDARY VHF COM: Surface to Air 123.45 MHz								
	MARINE RADIO: Channel 16 then switch to Channel 9/ SATELLITE PHONE: Aircraft will contact through the Disp. Staging Airport Supervisor.								
AIRCRAFT INFORMATION:									
	Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitude:	PIC/Crew:		Passengers:	
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	King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD		None	
	King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD		None	
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	Aztec ASI	N141183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD		None	
	Aero CMDRA ASI	N547GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD		None	
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	NOAA		NOAA 46		Surveillance				
	U.S. Customs	P-3	Omaha 99		Communications				
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TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort		

					DATE: May 14, 2010					
Payload #	TYPE A/C	TAIL #	PURPOSE	FUEL LOAD	PAYLOAD	TOTAL	DPT TIME	ENTRY ETA	EXIT ETA	RETURN ETA
				(#/Hrs:Min)	GAL & TYPE	FLT TIME	EST/ACT	EST/ACT	EST/ACT	EST/ACT
	BE90	79W	Weather/Spotter	4	0	2:50	0530	0615	0810	0850
	BE90	39Q	Spotter	6	0	2:50	0600	0615	0810	0920
1	C-130	N117TG	Spray	4	3000	2:10	0620	0640	0810	0830
2	C-130	N403LC	Spray	4	5000	2:10	0625	0645	0815	0835
	BE90	98Y	Spotter	4	0	2:50	0815	0900	1015	1135
5	C-130	105	Spray	4	1900	2:30	0830	0900	0930	1001
	BE90	39Q	Spotter	4	0	2:50	0820	0902	1017	1145
6	C-130	106	Spray	4	1900	2:30	0845	0915	0945	1015
	BE90	41J	Spotter	6	0	2:35	0955	0925	1205	1240
7	C-130	N117TG	Spray	4	3000	2:30	1000	1030	1200	1230
8	C-130	N403LC	Spray	4	5000	2:30	1005	1035	1205	1235
	BE90	39Q	Spotter	4	0	2:50	1150	1220	1345	1430
11	C-130	105	Spray	4	1900	2:30	1215	1245	1320	1400
	BE90	79W	Spotter	4	0	2:50	1140	1222	1345	1410
12	C-130	106	Spray	4	1900	2:30	1218	1247	1325	1355
	BE90	41J	Spotter	6	0	2:40	1355	1425	1505	1540
13	C-130	N117TG	Spray	4	3000	2:30	1400	1430	1505	1540
14	C-130	N403LC	Spray	4	5000	2:30	1400	1430	1505	1535
	BE90	39Q	Spotter	6	0	1:55	1655	1725	1810	1845
17	C-130	N117TG	Spray	4	3000	2:30	1700	1730	1805	1835
18	C-130	N403LC	Spray	4	5000	2:40	1700	1735	1810	1840
	BE90	89N	Spotter	4	0	2:50	1745	1830	1907	2000
19	C-130	105	Spray	4	1900	2:30	1805	1835	1905	1945
	BE90	79W	Spotter	4	0	2:50	1750	1830	1907	2030
20	C-130	106	Spray	4	1900	2:30	1807	1835	1907	1937
Combined SiteTotals						9500	9527	Totals by Site		
					Stennis					
					Houma					